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and is to be brought aft, so that the outer edge of the rudder shall enter between the arms of the clip *n*. At each end of the tie *q* is a shackle, shewn more distinctly in fig. 11, to which steering-ropes *s s* are attached: these being received into the stern-port on each side, allow the rudder to be moved in either direction, by pulling one rope and relaxing the other.

No. VI.

OARS TO BE WORKED BY ONE HAND.

The LARGE SILVER MEDAL was presented to T. WILLIAMS, Esq., Lieut. R.N., for his Oars to be worked by One Hand; a Model of which has been placed in the Society's Repository.

*West Cowes, Isle of Wight,
Nov. 21, 1828.*

SIR,

I HEREWITH transmit you a model of a pair of oars, or paddles, for the use of any one who has lost an arm, and which can be used with nearly the same facility as common oars by a man with two arms. The circumstance of having lost an arm close to the shoulder-joint has given me an opportunity of proving experimentally, during the last summer, at Cowes, the complete efficacy of my invention.

I should state, that there are many poor watermen at the different sea-ports who keep a boat for a living, and, from being themselves maimed, are compelled to have a man with them to row one of the oars or paddles: now

this invention will obviate the necessity of any assistance, as, in very severe weather, I have been out alone in Cowes Roads, the boat being steered by the common yoke and ropes passing thence to the legs. The simplicity of the thing almost precludes the necessity of explanation, although it has undergone considerable modifications and improvements in bringing it to its present state.

The leading properties of the machine are, that the paddles go forward together to enable the boat to move ahead, or aft to back her astern, and with a half turn of the wrist they can be feathered. By unshipping one paddle out of the rowlock, she may be pulled or backed completely round. Another advantage is, that, by merely taking out the two screws, which is done immediately, the oars are separated, and may be used by two persons as usual. The combined oars also stow in the boat as snugly as the common oars, and can be thrown in or out quite as smartly.

I am, Sir, &c. &c.

T. WILLIAMS, (b)

Lieut. R.N.

A. AIKIN, Esq.

Secretary, &c. &c.

Reference to the Engraving. Plate VIII.

Figs. 16 and 17 are top views, and figs. 18 and 19 are side views; *aa* the oars connected to the handle *b* by the two pairs of joints *cc* and *dd*. The former allow unlimited fore-and-aft motion, while the stops *ee* in the joints *cc* prevent the oars from dipping too deeply. By taking out the screws *ff*, the two oars may be immediately disengaged. Fig. 17 represents the position of the machine when one oar is thrown along the side of the boat, while

pulling at the other in order to bring the boat round. In this case the oar at rest receives no motion from the other, except in a direction to move it fore and aft, which is no inconvenience.

No. VII.

MOORINGS FOR SHIPS.

The following Plan for mooring Ships in Tiers, adapted particularly to the River Thames, was communicated by JOHN HALL, Esq., Secretary to the St. Catherine's Dock Company.

MUCH inconvenience and obstruction are continually taking place in the port of London from vessels, chiefly colliers, lying either at anchor or at moorings so as to obstruct the mid-channel of the river. This practice, as far as it does not arise from mere perverseness, is occasioned by the wish to get a clear birth, so as to allow free access to the lighters and other craft. But as, in the endeavour to secure this convenience, the master of every vessel is wholly regardless of the encroachment that he makes on the space which ought to be left free for navigation, some regulation in this respect is become absolutely necessary.

Mr. Hall proposes that each tier should have two mooring-chains laid down parallel to each other, and 220 feet apart, estimating the average size of the vessels at 250 tons register. On these mooring-chains, at 50